

City Council/City Planning Commission Joint Study Session

February 24, 2004

Agenda

City Council/City Planning Commission

Joint Study Session

Tuesday – February 24, 2004

- I. Welcome and Introduction of City Staff and Consultant Team**
- II. Review of Program Components**
- III. Process over the Past 10 Months**
- IV. Bold Moves for Riverside – An Overview**

Agenda

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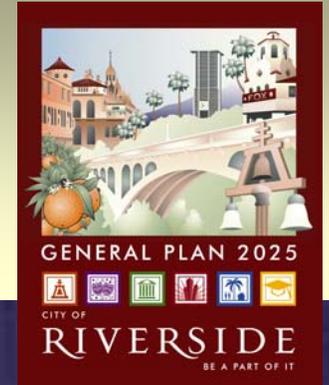
V. Next Steps

VI. Questions from the Council and Commission

VII. Public Comment

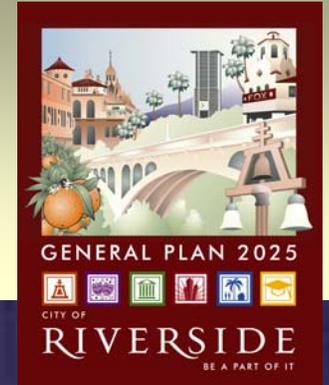
VIII. Closing Remarks

Review of Program Components



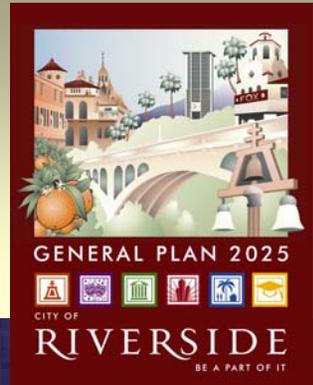
- General Plan: a plan for the long-term physical growth and enhancement of the community
- Zoning Ordinance: primary tool used to implement General Plan policies
- Subdivision Ordinance: regulates land divisions

Review of Program Components



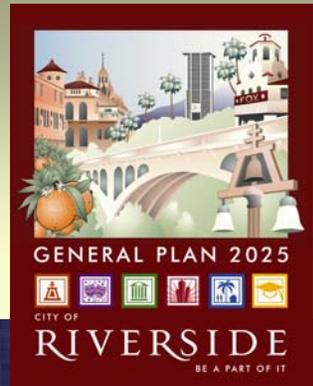
- Citywide Design Guidelines: establish criteria for site and building design
- Sign Design Guidelines: illustrate City objectives for quality signage
- EIR: identifies long-term impacts of implementing these policies and regulations

Process over the Past 10 Months



- **Citizens' Advisory Committee – 11 Meetings from June '03 through January '04**
- **Technical Advisory Committee – 7 Meetings from June '03 through January '04**
- **Arts and Culture Subcommittee – 4 Meetings (Subcommittee work complete)**
- **Market/Magnolia Subcommittee – 3 Meetings (Subcommittee work complete)**
- **Education Subcommittee – 2 Meetings**

Process over the Past 10 Months



- **Topic Group Meetings: Public Safety, Environment, Social Services, Recreation, Economics, Cities and County, Neighborhoods, Youth**
- **Citizens' Congress on September 13, 2003 – Over 350 Attendees!**



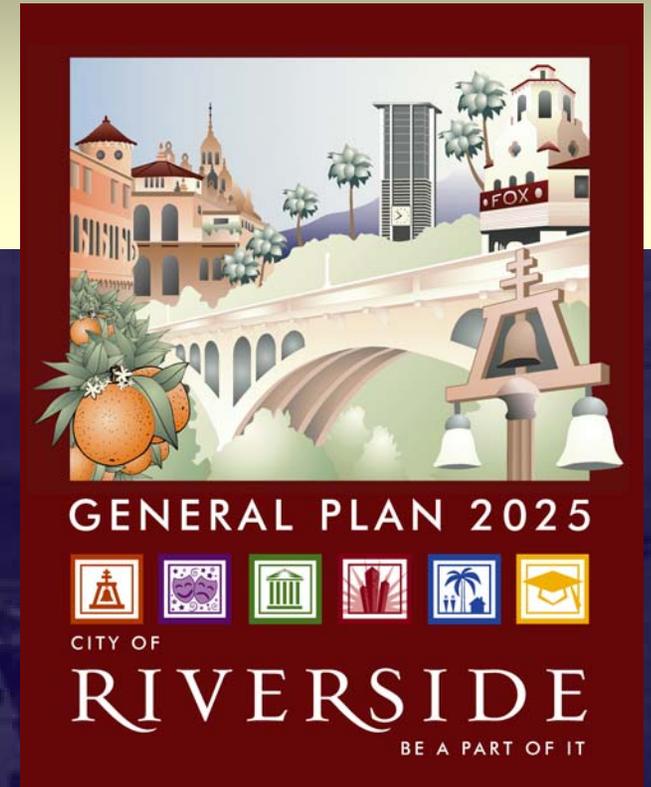
Process over the Past 10 Months

General Plan Website

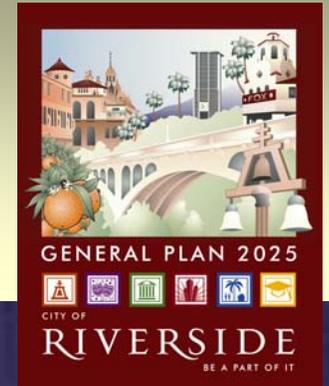
- www.riversideca.gov
- Description of program
- Schedule of events
- Meeting agendas, presentations, and minutes
- Links to other documents

Ongoing

Communications with Planning staff



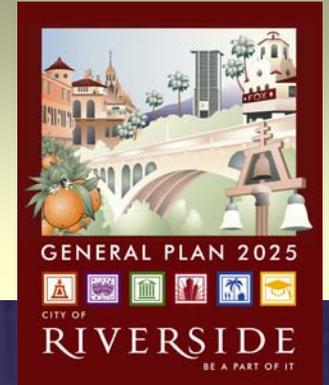
Bold Moves – General Plan Elements



- Land Use/Urban Design
- Circulation/Community Mobility
- Housing
- Arts and Culture
- Education
- Public Safety
- Noise



Bold Moves – General Plan Elements



- **Open Space/Conservation**
- **Air Quality**
- **Public Facilities and Infrastructure**
- **Parks and Recreation**
- **Historic Preservation**



Bold Moves – Education Element



- Cooperatively plan and accommodate growth needs
- Capitalize on joint-use opportunities
- Maintain safe school environments and routes to schools
- Respond to the community's needs for life-long learning

Bold Moves – Arts and Culture Element

- Promote Riverside as the arts/cultural center of the Inland Empire; develop an arts marketing program
- Extend arts programs beyond Downtown
- Maximize use of partnerships
- Require arts elements or in-lieu fee for new development projects



Bold Moves - Air Quality Element

- Implement “Make Riverside a Model Clean Air City” report



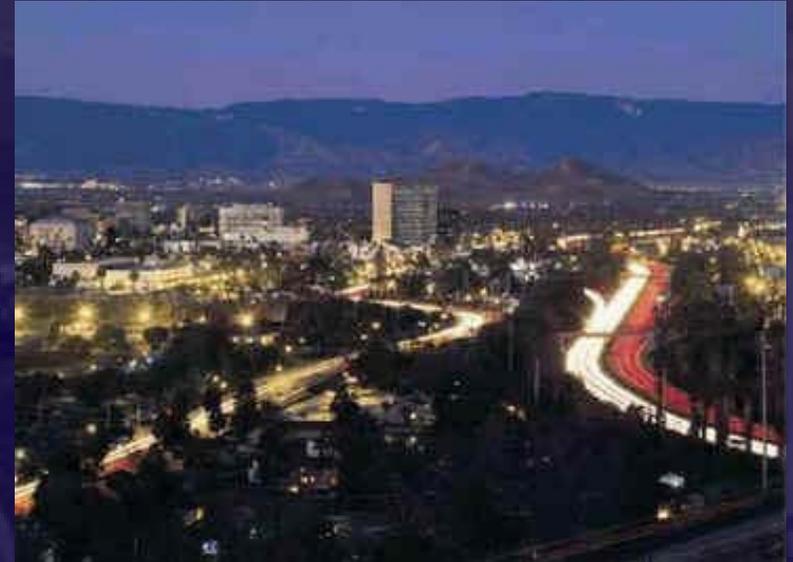
- Promote Riverside’s air quality improvements



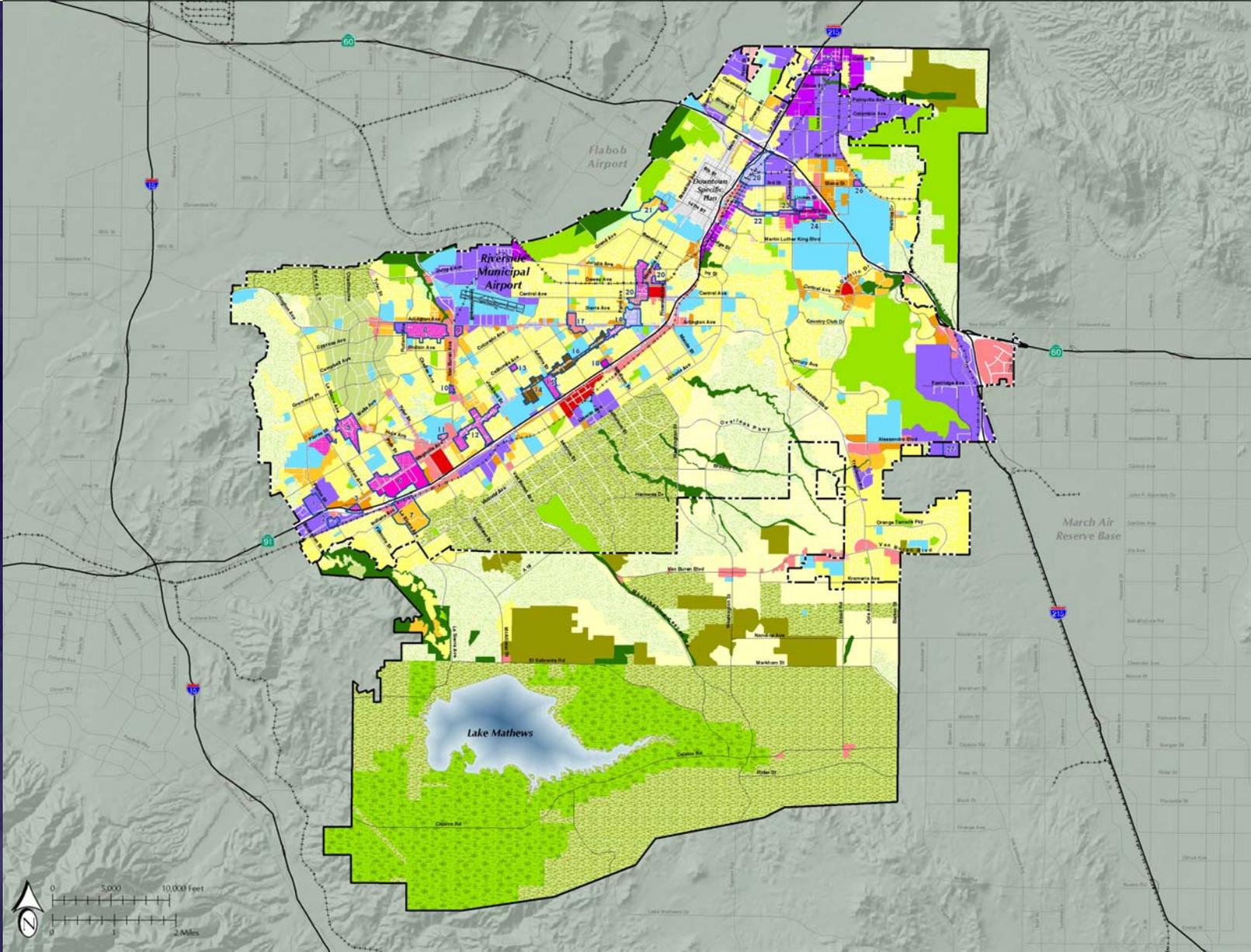
- Provide real incentives to encourage innovation

Bold Moves – Land Use

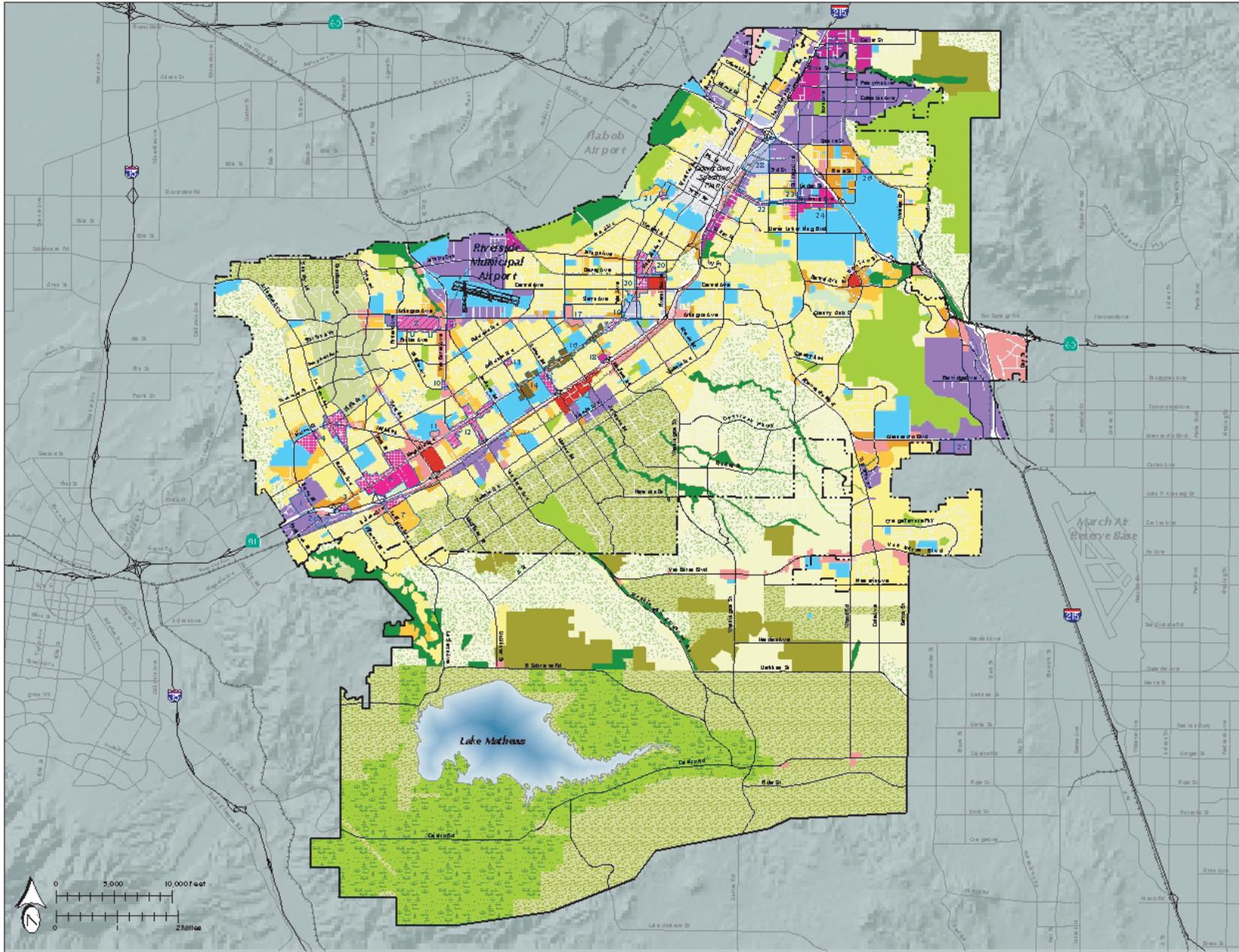
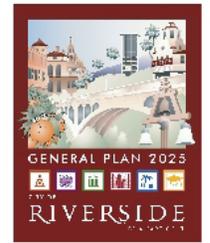
- Recognize that growth will occur over the next 20 years
- Respect Proposition R and Measure C
- Accommodate growth in a manner that minimizes impact on roadways and public services and facilities, enhances economic base, and retains overall quality of life



Bold Moves – Land Use



LAND USE ELEMENT



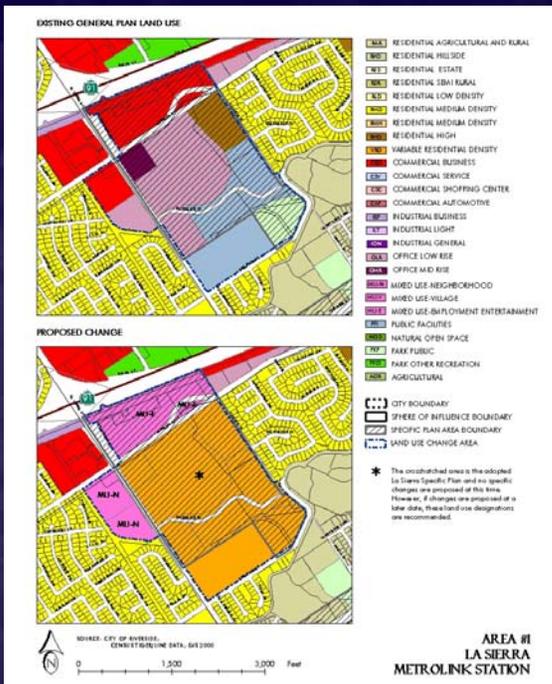
LEGEND

- AGRICULTURAL
- AGRICULTURAL/RURAL RESIDENTIAL
Maximum 0.20 du/acre
- SEMI-RURAL RESIDENTIAL
Maximum 0.63 du/acre
- HILLSIDE RESIDENTIAL
Maximum 2.50 du/acre
- LOW DENSITY RESIDENTIAL
Maximum 5.0 du/acre
- MEDIUM DENSITY RESIDENTIAL
Maximum 6.50 du/acre by right, 8.0 du/acre/Planned Residential Development
- MEDIUM-HIGH DENSITY RESIDENTIAL
Maximum 15.00 du/acre
- HIGH DENSITY RESIDENTIAL
Maximum 25.00 du/acre
- VERY HIGH DENSITY RESIDENTIAL
Maximum 40.00 du/acre
- NEIGHBORHOOD COMMERCIAL
- GENERAL COMMERCIAL
- REGIONAL COMMERCIAL
- DOWNTOWN SPECIFIC PLAN
- OFFICE
- BUSINESS/OFFICE PARK
- INDUSTRIAL
- MIXED USE NEIGHBORHOOD
- MIXED USE VILLAGE
- MIXED USE URBAN
- PUBLIC FACILITIES/INSTITUTIONAL
- PRIVATE RECREATION
- PUBLIC PARK
- OPEN SPACE/NATURAL RESOURCES
- KANGAROO RAT HABITAT
- CITY BOUNDARY
- SPHERE BOUNDARY
- LAND USE AREA CHANGE

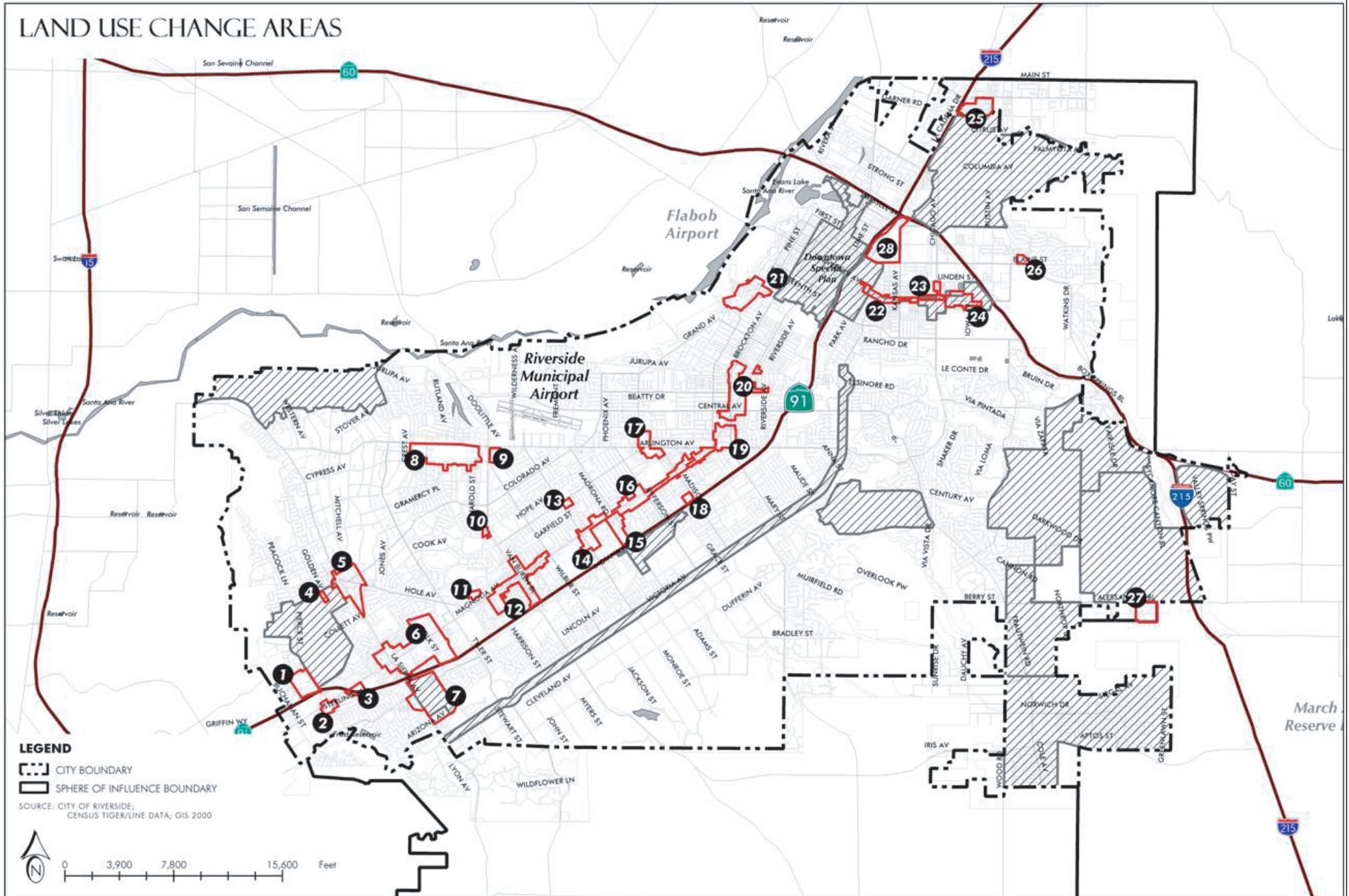
Figure xx
ADMINISTRATIVE
LAND USE MAP

Bold Moves – Land Use

CAC examined 28 sites where change could be anticipated and encouraged over the next 20 years



LAND USE CHANGE AREAS



LEGEND

-  CITY BOUNDARY
-  SPHERE OF INFLUENCE BOUNDARY

SOURCE: CITY OF RIVERSIDE;
CENSUS TIGER/LINE DATA; GIS 2000



Bold Moves – Land Use

Mixed Use

- **Mixed Use – Neighborhood**
- **Mixed Use – Village**
- **Mixed Use - Urban**



Bold Moves – Land Use

Mixed Use - Neighborhood

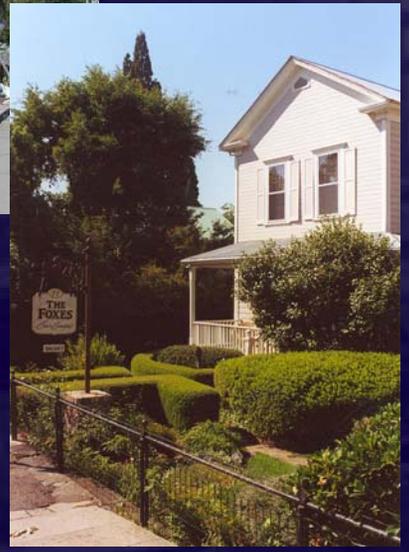
- Low-intensity, neighborhood-focused commercial uses within established residential areas
- Local services and retail businesses within pedestrian access
- Maximum residential density of 10 du/ac
- Local services and retail businesses within pedestrian access, including small stand-alone shops or offices and live/work arrangements

Example areas:

University Avenue between Marketplace and Chicago Avenue

Jurupa/Brockton neighborhood

Mixed Use - Neighborhood



Bold Moves – Land Use

Mixed Use - Village

- Urban villages with a diverse range of complementary land uses in close proximity to one another
- Vertical or horizontal integration of uses, emphasizing pedestrian linkages
- Residential density range up to 30 du/ac, with a maximum FAR of 1.5

Example areas:

Five Points in La Sierra

West of Riverside Plaza, between Central and Merrill

Southwest corner of University Avenue/Chicago Avenue

Mixed Use - Village



Bold Moves – Land Use

Mixed Use - Urban

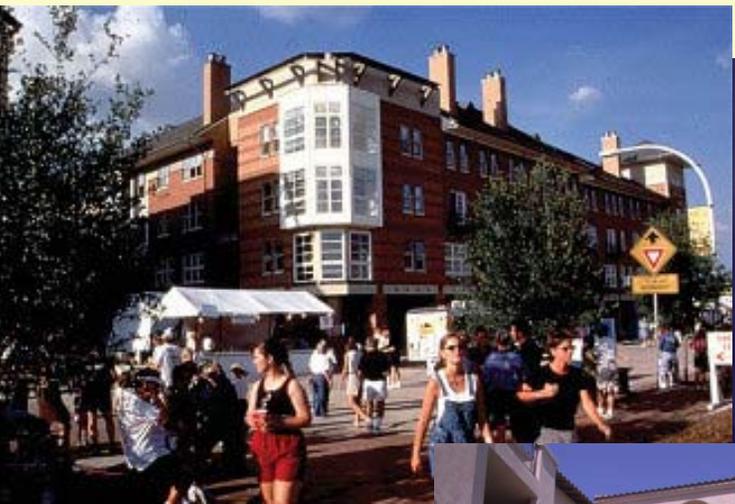
- Employment and entertainment uses are the focus
- Encourages vertical integration of compatible residential and commercial uses, whereby such uses share the same building or lot
- Residential densities up to 40 du/ac, with a FAR up to 4.0
- Actual permitted density/intensity applied to be based on surrounding uses and proximity to public transit

Example areas:

Area along University Avenue near UCR, including the Iowa and University Avenues intersection

Area adjacent to the Kaiser facility on Magnolia Avenue

Mixed Use - Urban

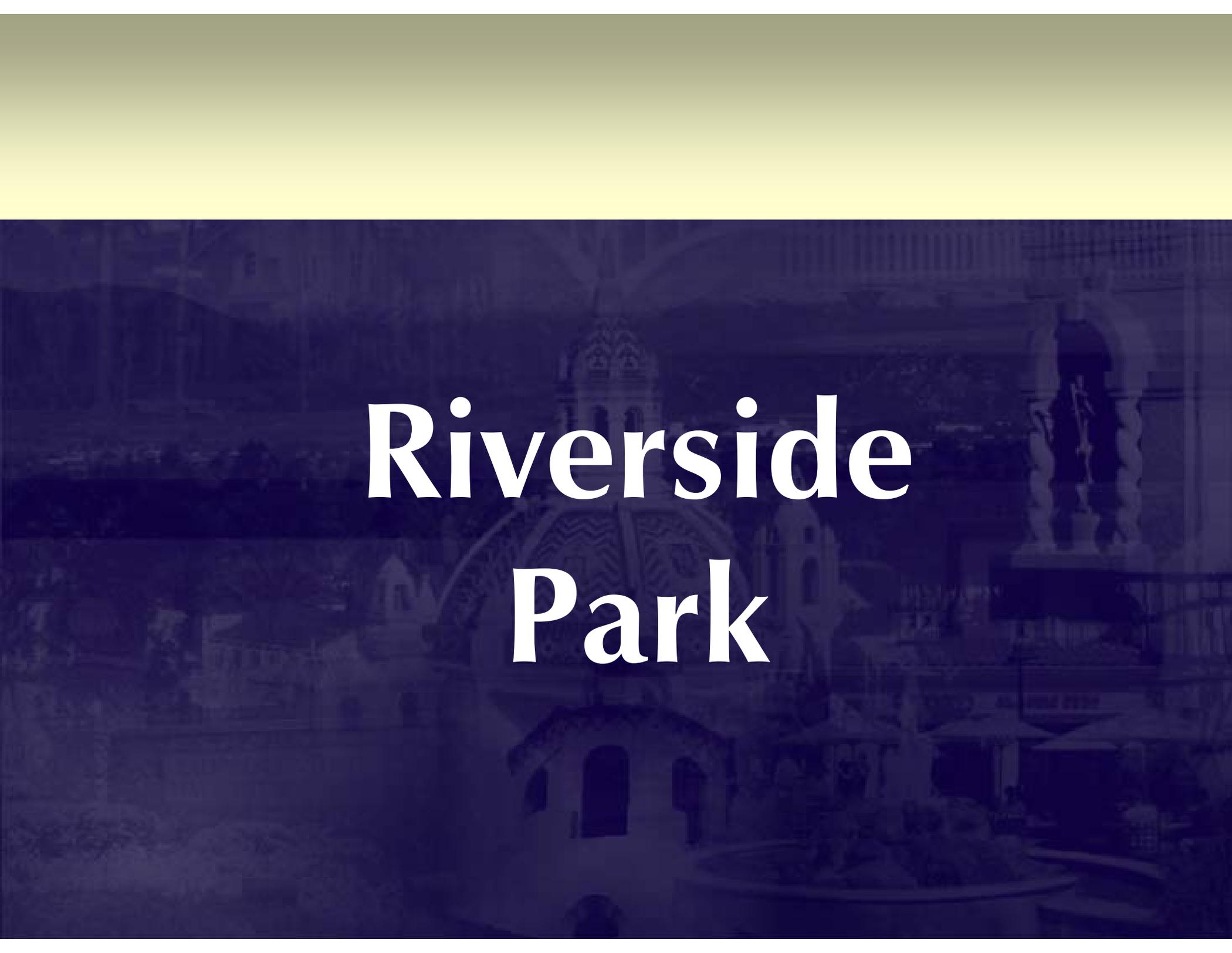


Bold Moves – Land Use

Industrial Opportunities

- Preservation of premium industrial properties
- Addition of properties at north end of City and La Sierra Gateway

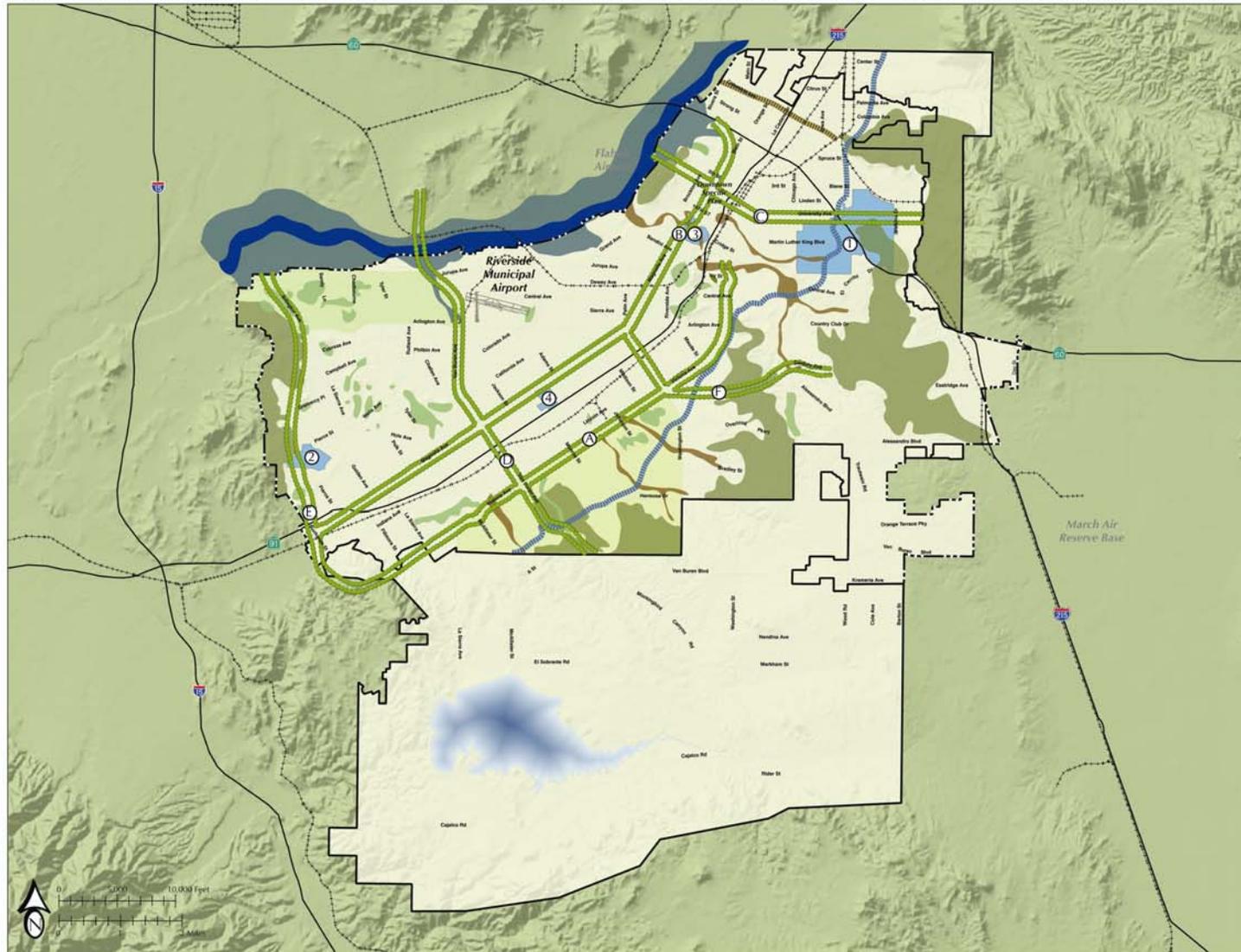
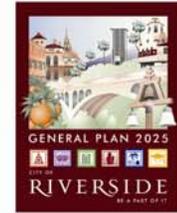




Riverside Park

Riverside Park

COMMUNITY DEVELOPMENT



- LEGEND**
- SANTA ANA RIVER WATERCOURSE
 - SANTA ANA RIVERBED
 - MAJOR HILLS
 - LOCAL HILLS
 - ARROYOS - (Existing)
 - SPRINGBROOK WASH - (Restored)
 - GAGE CANAL
 - CITRUS/NURSERIES/LOW DENSITY RESIDENTIAL
 - MOCKINGBIRD STATE CITRUS PARK
 - EDUCATIONAL OPEN SPACES
 - ① University of California at Riverside: Arboretum and Commons
 - ② La Sierra University: Founder's Green Arboretum and Hillside
 - ③ Riverside Community College: Arboretum Arroyo
 - ④ Cal Baptist Commons
 - PARKWAYS
 - Ⓐ Victoria Avenue
 - Ⓑ Magnolia Avenue/Market Street
 - Ⓒ University Avenue
 - Ⓓ Van Buren Avenue
 - Ⓔ Riverside Drive/Pierce Street
 - Ⓕ Overlook
 - CITY BOUNDARY
 - SPHERE BOUNDARY

Figure xx
NATURAL ENVIRONMENT
RIVERSIDE PARK

Corridors and Activity Centers



Presentation

Circulation Element
for
City of Riverside

February 24, 2004



Meyer, Mohaddes Associates, Inc.

An Iteris Company

Circulation Element

“...the general location and extent of existing and proposed major thoroughfares, transportation routes, and other local public utilities and facilities, *all correlated with the land use element of the plan.*”

A Circulation Element

- Existing Conditions
 - Intersection “level of service”
 - Daily traffic
 - Peak hour traffic
 - Congestion
- Future Congestion
- Neighborhood Traffic
- Review Roadway Standards
- Review Bicycle/Pedestrians Facilities
- Improvements

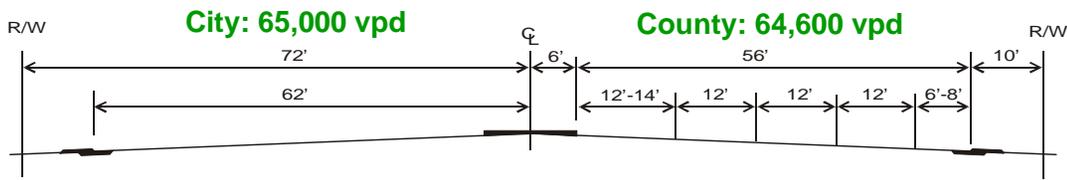
Scope of Services

- Task 1: Develop Computer Traffic Model
- Task 2: Describe Existing Conditions
 - Street/highway conditions
 - Traffic volumes
 - Existing transit services
 - Intersection conditions
- Task 3: Review Prior Technical & Policy Documents
- Task 4: Identify Key Issues

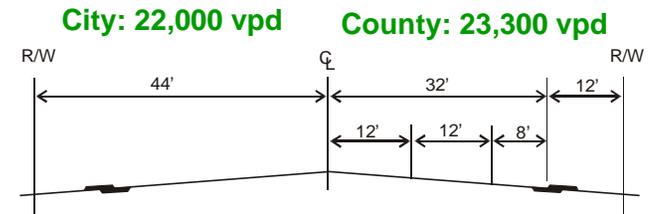
Scope of Services

- Task 5: Forecast Future Baseline Traffic Volumes with Existing Land Use
- Task 6: Forecast Future Traffic Volumes with Updated Land Use Plan
- Task 7: Identify Future Deficiencies
- Task 8: Prepare Draft Circulation Plan
 - Roadway classification changes
 - Physical system improvements
 - Goals & Policies

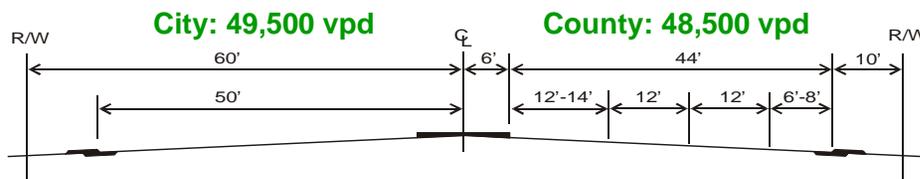
Roadway Cross Sections & Capacities (LOS 'D')



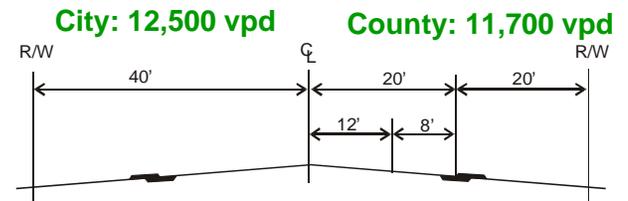
144 FT ARTERIAL (8-Lanes)



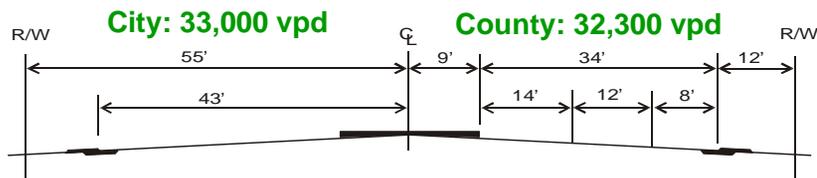
88 FT ARTERIAL (4-Lanes)



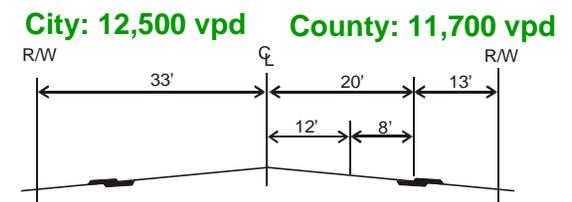
120 FT ARTERIAL (6-Lanes)



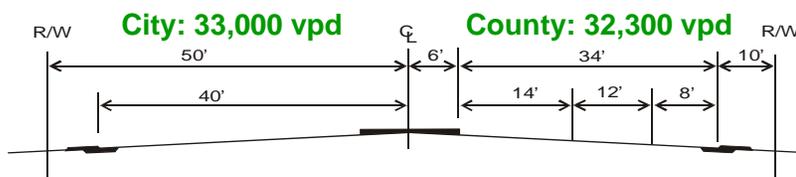
80 FT COLLECTOR (2-Lanes)



110 FT ARTERIAL (4-Lanes)



66 FT COLLECTOR (2-Lanes)

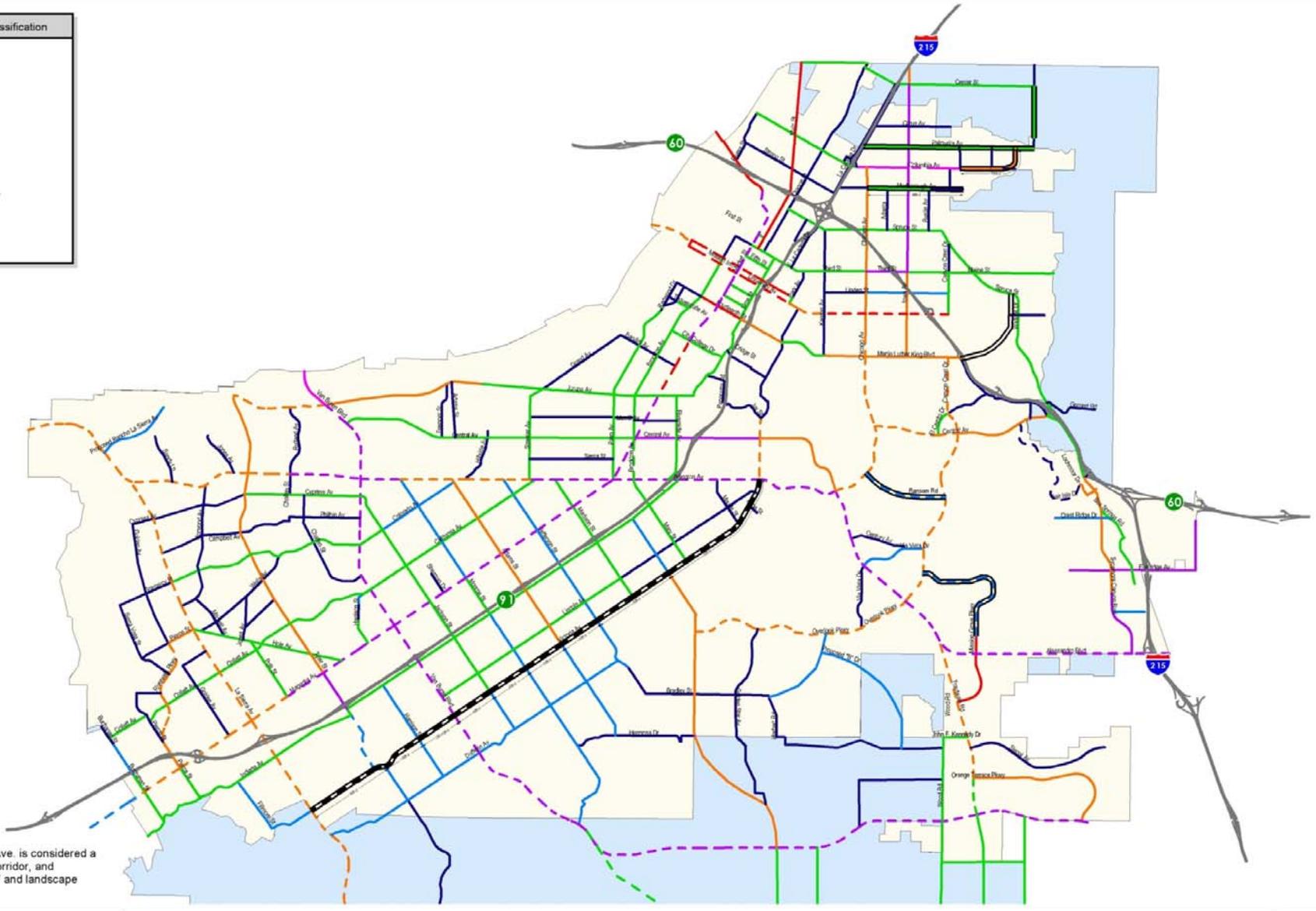


100 FT ARTERIAL (4-Lanes)

Roadway Functional Classifications

Functional Roadway Classification

- 66 ft collector
- 80 ft collector
- 88 ft Arterial
- 100 ft arterial
- 110 ft arterial
- 120 ft arterial
- 144 ft arterial
- - - scenic boulevard
requires special landscaping,
additional row may be required.
- special boulevard
two lane divided roadway
of variable geometric design.



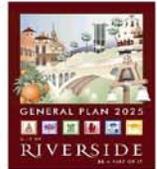
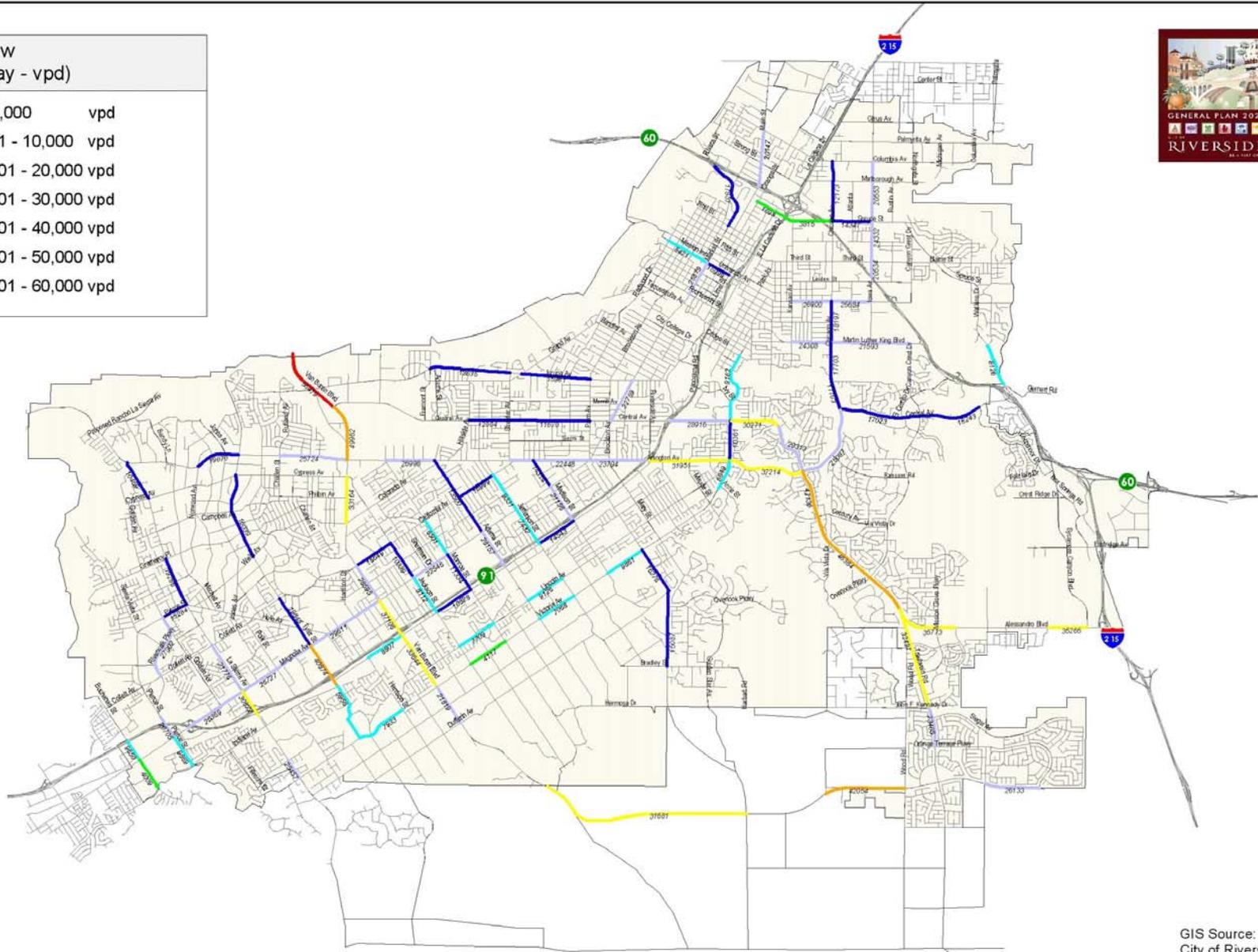
Note: Market St. / Magnolia Ave. is considered a Multi-Modal Transportation Corridor, and accordingly, has certain ROW and landscape restrictions.



Daily Traffic Volumes

Total Traffic Flow
(Vehicles per day - vpd)

- 1 - 5,000 vpd
- 5,001 - 10,000 vpd
- 10,001 - 20,000 vpd
- 20,001 - 30,000 vpd
- 30,001 - 40,000 vpd
- 40,001 - 50,000 vpd
- 50,001 - 60,000 vpd



GIS Source:
City of Riverside

Current High Volume Locations

- Van Buren Blvd north of Arlington Ave – **49,900 to 56,500 vpd**
- Alessandro Blvd between Chicago Ave and Trautwein Rd – **42,100 to 46,400 vpd**
- Van Buren Blvd west of Wood Rd – **42,100 vpd**
- Tyler St between Magnolia Ave and Indiana Ave – **40,900 vpd**
- Arlington Ave between Victoria Ave and Alessandro Blvd – **37,200 vpd**
- Van Buren Blvd between Magnolia Ave and Indiana Ave – **37,100 vpd**

Intersection Operating Conditions

- 15 Key Intersections Studied
- AM/PM Peak Hour Commute Hours
- New Traffic Counts – 2003
- Highway Capacity Manual Methodology
- Grade on A-F Scale (A - Excellent, F- Highly Congested)
 - 12 - LOS C or better
 - 3 - LOS D

Future Population Changes

2000-2025

POPULATION GROWTH:

- City: 25% Increase
- County: 62% Increase
- Regional: 34% Increase

COUNTY'S SHARE OF REGIONAL POPULATION

- 9% in 2000
- 13% in 2025

Regional Traffic Growth-2020

- SR-91 at the Orange County Line - 95% increase
- SR-60/I-215 - 60% increase to about 300,000 vehicles per day-this is about 30% more than SR-91 carries today into Orange County
- I-15 in Murrieta/Temecula - 90% increase
- I-215 near March Air Reserve Base - 100% increase

CETAP

Community and
Environmental
Transportation
Acceptability
Process

CETAP Corridors:

- Part of County's RCIP planning effort
- Addresses future traffic and circulation
- Identifies new locations for transportation corridors
- Preserves right-of-way, identifies funding plan

CETAP Corridors

- Hemet to the Corona/Lake Elsinore
- Winchester to Temecula
- Moreno Valley to San Bernardino County
- Riverside County to Orange County

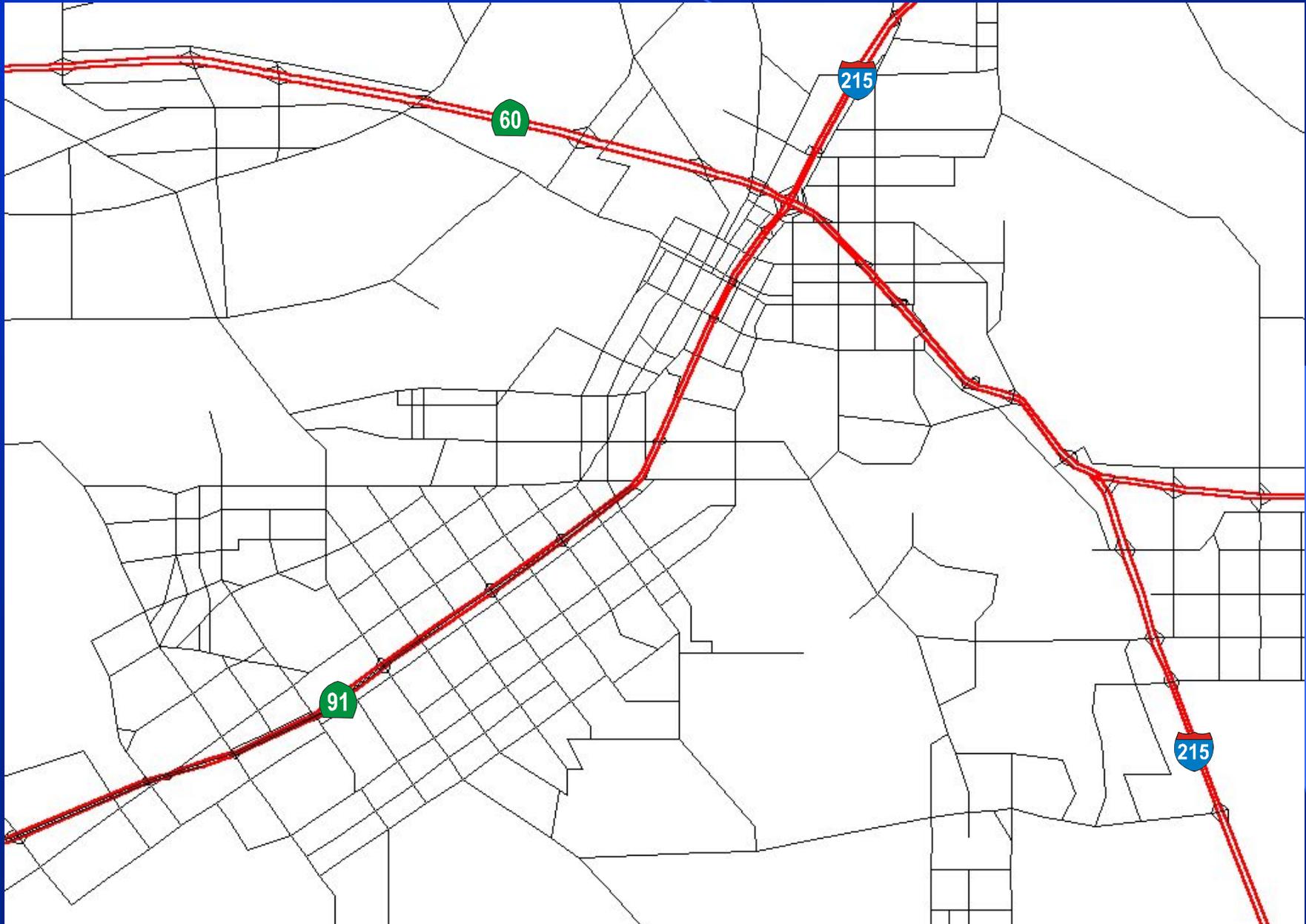
Computer Traffic Model

- Based on Regional Model (Southern California Association of Governments)
- Used to Predict Future Traffic Flow/Growth
- 2 Primary Components:
 - Land use zone system
 - Roadway network
- Used to Test Future Scenarios:
 - Land use change/growth
 - Roadway system improvements

SCAG Network



Riverside Network

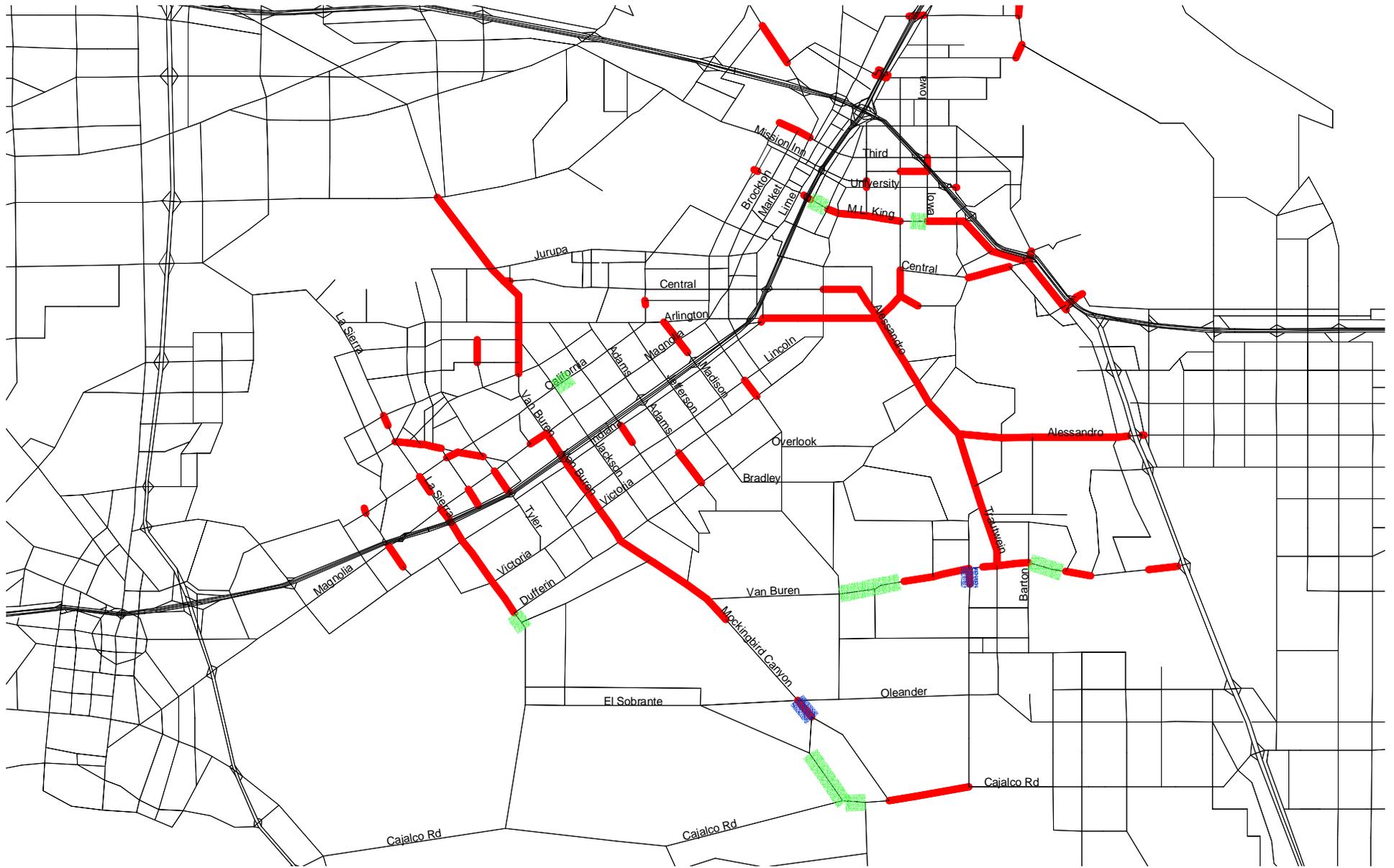


Traffic Model Results

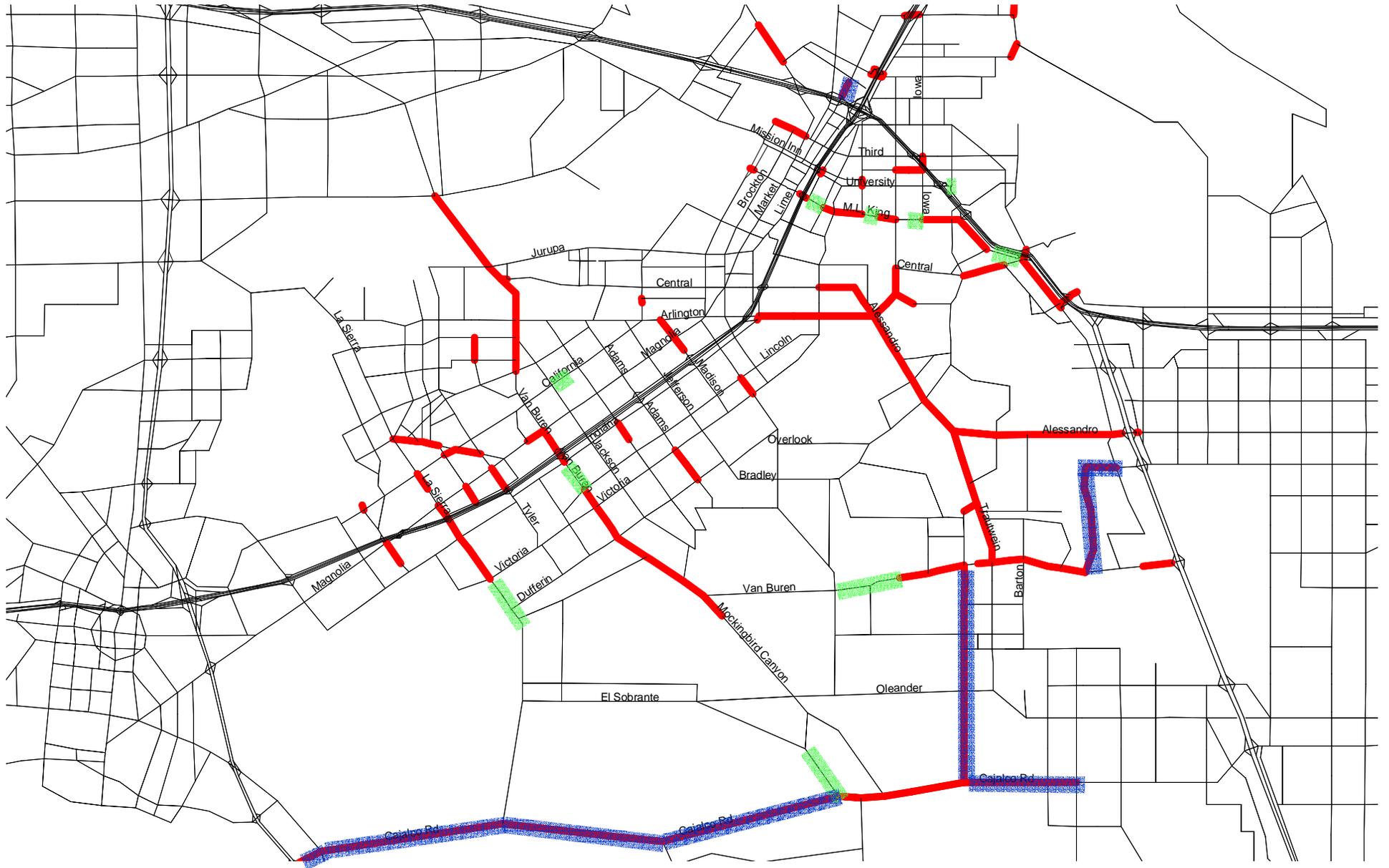
- Model Runs Completed:
 - future land use on existing roads
 - future land use on base future roads (buildout of existing General Plan)
 - future land use on 4 alternatives
- Significant Growth in Traffic observed
- Growth on Cut-through routes

Alternative Analyses

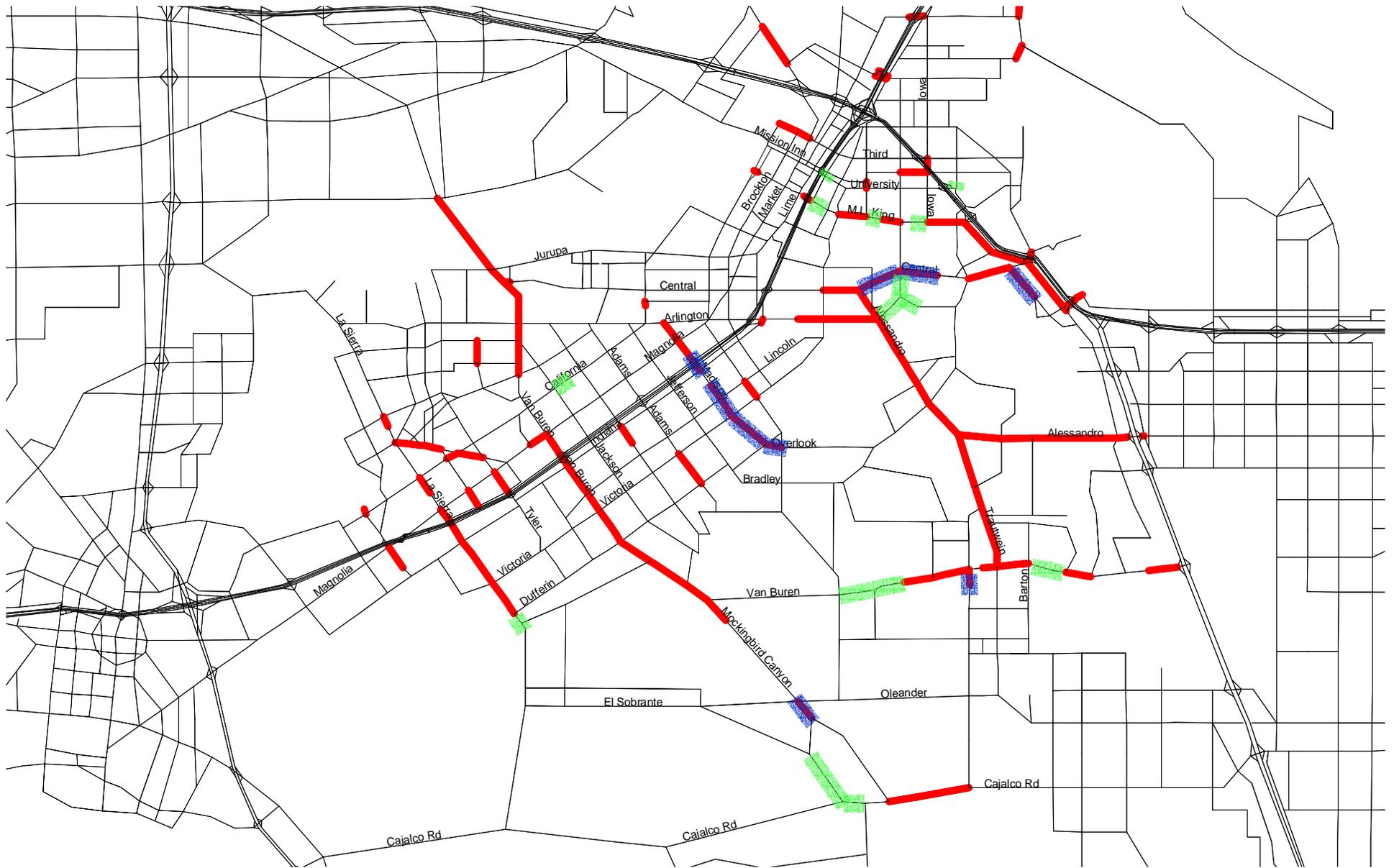
- **Alternative 1** – General Plan System plus Cajalco as 6-lane expressway to I-15
- **Alternative 2** – General Plan System plus Cajalco to SR 241 in Orange County
- **Alternative 3** – Alternative 1 plus Overlook connector (to Madison) and Central Ave connector
- **Alternative 4** – Alternative 1 plus Overlook connector to Madison (w/o Central connector)



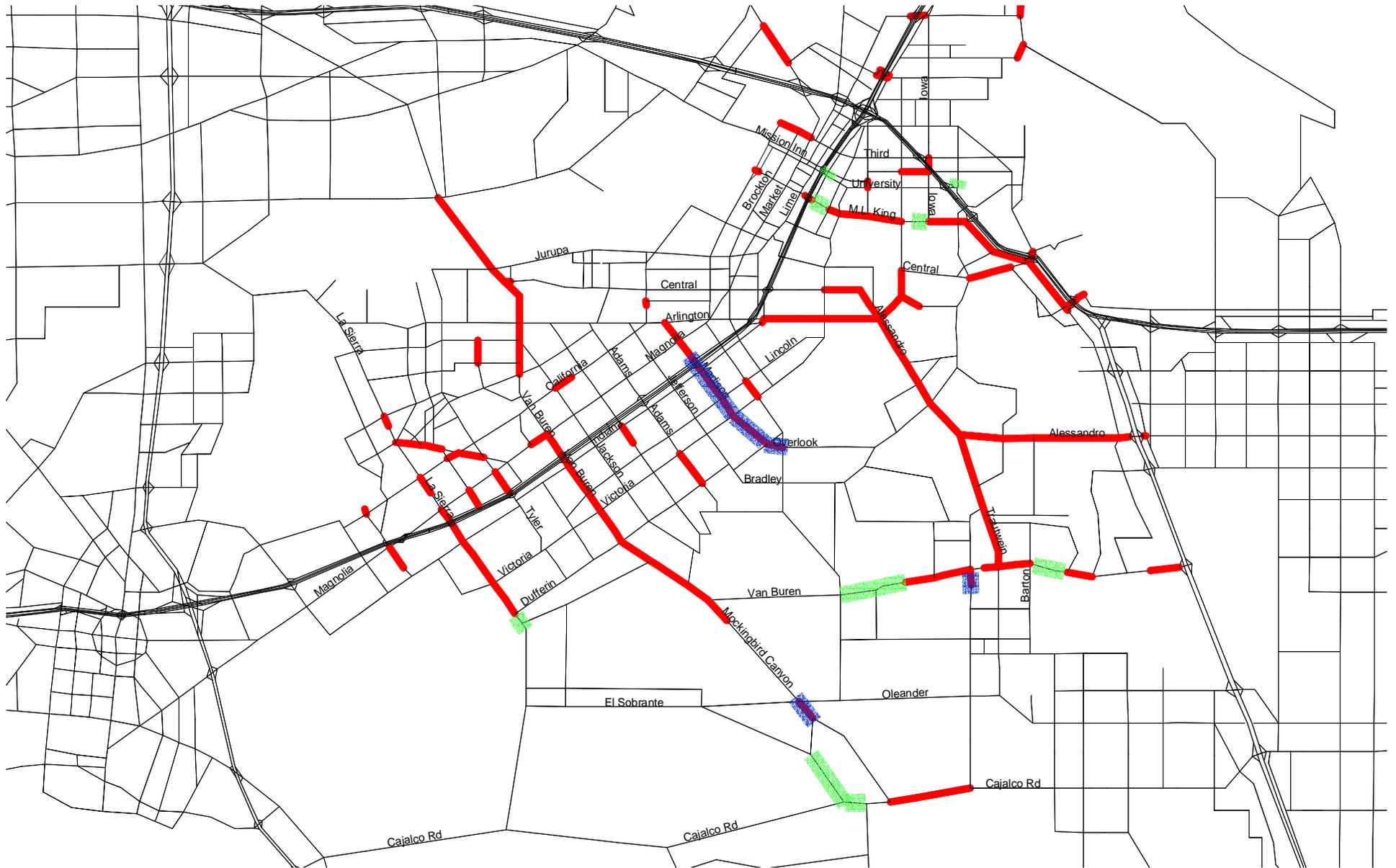
Add Cajalco 6-lane to I-15



Add Cajalco 6-lane to Orange County



Add Cajalco 6-Ln to I-15 with Overlook & Central Connection



Add Cajalco 6-Ln to I-15 with Overlook Connection Only

Projected Traffic Volumes

(thousands)

	Existing ADT	General Plan	Cajalco to I-15	Cajalco to SR 241	with Overlook and Central	with Overlook Only
Van Buren Blvd						
west of Orange Terr	26	58	54	62	55	55
east of Mockingbird	32	39	36	34	35	35
near SR 91	35	61	58	51	57	58
near the River	56	83	83	80	83	83
Alessandro Blvd						
near I-215	35	62	61	62	60	61
near Overlook Pkwy	46	78	77	74	75	76
Cajalco Road						
west of I-215	15	37	55	59	55	55
east of LaSierra	7	18	44	78	43	44
Overlook Pkwy						
midway		11	11	11	12	13
Central Ave						
north of Arlington	29	48	48	46	40	47
east of I-215	29	43	43	41	54	42
Chicago Ave						
north of Trautwein	25	44	44	45	36	44
north of MLK	18	27	27	27	28	27
MLK Blvd						
west of Chicago	24	44	42	40	38	42
east of Chicago	22	37	35	32	32	34
Magnolia Ave						
west of Van Buren	30	40	39	36	36	39
north of Central	23	28	28	28	28	28

Roadways with High Average Daily Traffic Volume

Route	Area (County)	Location	No of Lanes	Average Daily Traffic
Wilshire	City of LA (LA)	At Veteran (Both Sides of I-405)		120,000
Sepulveda (1)	South Bay, LAX (LA)	South of Century		90,000
PCH (1)	Newport Beach (Orange)	Between Dover Dr. and Jamburee Rd.	8	73,000
Imperial Hwy (90)	Fullerton (Orange)	West of 57 Freeway	6	72,000
Bake Pkwy	Lake Forest (Orange)	North of I-5 to Rockfield Blvd	6	72,000
Azusa Ave (N8)	City of Industry (LA)	North and South of Freeway 60		71,000
Sherman Way	San Fernando Valley (LA)	In Van Nuys		70,000
Hawthorne (107)	South Bay, Torrance (LA)	Between Del Amo and 190th Street		70,000
Newport Blvd	Costa Mesa (Orange)	South of 55 Freeway Section	6	70,000
Lincoln Blvd	Marina Del Rey (LA)	North of Marina Freeway to Washington		67,000
Brookhurst Street	Costa Mesa (Orange)	Between Ellis Ave and Garfield Ave	6	66,000
PCH (1)	Santa Monica (LA)	Freeway 10 to Hwy 27		65,000
Macarthur Blvd	Newport Beach (Orange)	From Freeway 73 to Ford Rd.	6	65,000
Beach Blvd (39)	Westminster (Orange)	North of I-405 to Bolsa Ave	8	64,000
Beach Blvd (39)	Buena Park (Orange)	Between Artesia Blvd and Stagered North of I-5	6	63,000
Bouquet Cyn Rd.	Santa Clarita (LA)	Between Soledad Cyn Rd. and Newhall Ranch Rd.		62,000
Sepulveda Blvd.	Carson (LA)	Between I-110 and Vermont Ave.		62,000
Bristol Street	Costa Mesa (Orange)	Both sides of I-405	6	62,000
Culver Dr.1	Irvine (Orange)	South of I-405	6	62,000
Hawthorne (107)	South Bay, Torrance (LA)	From Lomita to Rodondo Beach		61,000
PCH (1)	South Bay, Manhattan Beach (LA)	Between Manhattan Beach Blvd and Rosecrans		61,000
Beach Blvd (39)	Huntington Beach (Orange)	Between Talbert Ave and Ellis Ave	8	61,000
Jamboree Rd.	Irvine (Orange)	South of I-405	6	61,000
Haven Avenue	Ontario (San Bernardino)	South of Inland Empire Boulevard (North of I-10)		60,100
Lincoln Blvd	Westchester (LA)	South of Marina Freeway		60,000
Sepulveda (1)	South Bay, LAX (LA)	North of 105 Freeway		60,000
Sierra Avenue	Fontana (San Bernardino)	North of I-10		57,600
Burbank Blvd	San Fernando Valley (LA)	Near I-405/Sepulveda		55,000
Artesia Blvd (91)	South Bay, Torrance (LA)	West of Freeway section		55,000

Preliminary Conclusions

- Current General Plan significantly improves future conditions
- Current General Plan System is adequate for much of the City
- Cajalco corridor will carry 40-80,000 vehicles/day
- Cajalco serves regional and local trips

Conclusions (con't)

- Regional growth impacts Van Buren, La Sierra, Alessandro, Arlington, Trautwein
- Two-lane Overlook Parkway operates satisfactorily (LOS D)
- Central Connection improves Alessandro/Arlington/ Chicago intersection, but has other impacts

Mitigation Options for Consideration

- Add capacity on regionally impacted routes (Van Buren Alessandro, La Sierra)

OR

- Change LOS policy on Regionally impacted routes (allow LOS E)
- Implement spot improvements beyond current General Plan (intersection, roadway, interchange widening)

Mitigation Options for Consideration

(con't)

- Enhance local/regional transit usage/ services
- Enhance use of alternative modes (bikes, telecommute, carpools)
- Continue to work with Caltrans, RCTC, WRCOG, County of Riverside on regional solutions

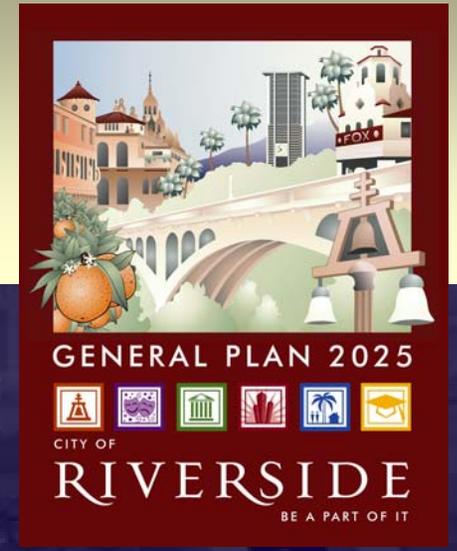
Next Steps

- City/CAC develop final preferred roadway plan
- Final model runs/evaluate results
- Develop new goals and policies
- Develop mitigation plan
- Complete environmental assessment for General Plan

Next Steps: Next CC/CPC Workshop

**Workshop #3 – Tuesday, March 23, 2004:
Review Zoning and Subdivision
Ordinances and Citywide Design
Guidelines**





City Council/City Planning Commission Joint Study Session

February 24, 2004